

SEPTEMBER 30, 1934

GUEST, AMELIA EARHART

AMERICAN BOSCH-RADIO EXPLORER'S CLUB

NUMBER 7

WJZ

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5:30       - 5:45 P.M.

SEPTEMBER 30 1934

SUNDAY

(SIGNATURE: "SAILOR'S HORNPIPE" ACCORDION)

OPENING ANNOUNCEMENT

Presenting -- the weekly meeting of the American-Bosch  
Radio Explorer's Club!

(SIGNATURE OUT)

ANNOUNCER    Come sail the seven seas with us!

(WIND AND WAVE EFFECTS)

Explore the wild jungles of Africa....

(JUNGLE EFFECTS)

Visit the cannibal countries!

(TOM TOMS)

Circle the globe with the American-Bosch Round-the-  
World-Radio!

(GUST OF WIND)



CAPTAIN BARKER

Greetings once again, boys and girls - and Mother and Dad too. This is Captain James P Barker speaking. I've just returned from the Yacht races, at which the \_\_\_\_\_ trimmed the \_\_\_\_\_ for the American cup. I'm especially glad to be with you at today's meeting of the American-Bosch Radio Explorers Club to welcome a brave and charming lady - Miss Amelia Earhart -- world's No 1 woman flyer who not so long ago aroused the admiration of the entire world by flying the Atlantic Ocean single handed in less than 15 hours.

15 hours! Why when I first went to sea as an apprentice in the bark Ravenwood in 1889 we were lucky to cross the Atlantic in 15 days. At that time few people even dreamed that steam vessels would soon be driving the windjammers from the seas. But I've lived to see that great fleet of wind-driven ships gradually diminish, until now there's but one lonely survivor under the American flag -- the Tusitala, a grand old vessel which it was my privilege to command for seven years... And when I stood on the poop of the Tusitala little did I imagine that great ships of the air would traverse the world's trade routes as they are beginning to do today.

But the world has seen great progress since I made my first voyage to sea. Progress is the product of courage, courage and determination such as that possessed by our famous guest speaker of this afternoon. I know you're all anxious to hear from her, so I'm turning the meeting over to our fellow club member, Hans Christian Adamson of the American Museum of Natural History, who will present to you Miss Amelia Earhart - the world's greatest woman flyer.....Mr. Adamson....

ADAMSON      Thank you Captain Barker.....It's a real privilege to present such a notable pilot - as Miss Earhart - especially since she's going to tell us some of her own flying experiences....It's going to be mighty interesting to us I know.

MISS E      . I only hope it may prove as interesting to the Radio Explorer's Club as that delightful program two weeks ago when Martin Johnson talked about his flying experiences in Africa. I wouldn't have missed it for anything. You see, it was especially amusing to me because only a few years ago Martin and Osa Johnson visited Mr. Putnam and me in Rye and both of them told us that they would never fly.

ADAMSON      Well, they've certainly done a lot of it in the past two years - flying 50,000 miles over Africa without an accident -- except getting lost now and then! Were you lost in the air, Miss Earhart?

MISS E      Yes indeed! The very first time I flew across the continent. I was in a little open ship that cruised about eighty miles an hour - on probably the first trans-continental solo trip ever attempted by a woman. Flying over Texas, the map I was using blew out of the cockpit. Now Texas isn't as large as Africa, but it's large enough to get lost in rather easily. From the air you see, much of it looks alike. For hours and hours I'd been flying across an arid countryside. Suddenly all the highways below me petered out until there was only one road stretching westward.

(CONTINUED OVER)



MISS E (CONTINUES)

That road looked to me more promising than a guessed-at compass course so I followed it until just as the sun was setting, it, too, ended.

Well, there wasn't any landing field, so I set my plane down in the main and only street of an oil-boom town that appeared on the horizon....I got a night's lodging, so everything came out all right in the end that time.

ADAMSON Which is wouldn't have if you'd been lost over the Atlantic. Did you always know where you were during those ocean flights?

MISS E I suppose the answer to that is "yes and no" ... In bad weather and in long distance flying the pilot has to depend on certain instruments to tell him what direction he's heading. In the ship I use for distance flying, I have excellent equipment -- three compasses to check one against another in addition to instruments of equilibrium. But still I wasn't always certain where I was. On my solo flight across the Atlantic there were at least five hours of storm and midnight blackness. The Weather Bureau experts had predicted rain to the south of me. So in the morning when I sighted the water for a few moments and discovered there was a strong northwest wind, I felt I'd probably been pushed off my course southward.

ADAMSON A bad moment for you, all right.

MISS E It was, Mr. Adamson. I changed my course immediately to the north to compensate for this estimated drift, and a few hours later I found myself over Ireland.

(CONTINUED OVER)

MISS E (CONTINUES)

In other words I was 100 miles or so north of the true route I'd planned to follow toward France. So you see, in spite of the storm and wind, I'd been almost exactly on the course through most of the night. But it wasn't particularly helpful to find that out after I had landed!

ADAMSON No, I can understand that - - - but tell me - Miss Earhart, when you saw land, did you know where you were?

MISS E Yes, I felt pretty sure it was Ireland. It looked the way Ireland ought to look --- you know --- peat bogs, emerald green fields, and sod roofs. But even though I was pretty sure it was Ireland, I didn't know where to land. You see, in America if a pilot's not sure where he is, he looks for a railroad to follow on the theory that it will lead to a town and an airport. Well, I tried this system in Ireland. I followed the one railroad I found and it led me to the town all right but there wasn't any airport. So all I could do was pick out a comfortable pasture and come down in it. When I told the farmer who came out to greet his visitor that I was from America, he just wouldn't believe me.

ADAMSON I don't blame him...I can imagine how surprised he was to see a pilot from America climb out of the cockpit-- and a woman pilot at that!



MISS E        He was, all right --- But people are becoming more and more accustomed to accepting women as flyers. There are several hundred licensed women pilots in the United States alone, you know. Generally speaking, however, women haven't the experience or the opportunities men have in aviation.

ADAMSON       Just what do you mean Miss Earhart?

MISS E        Well, take Army and Navy training. It's the best for certain types of flying, but it's not open to women. Furthermore, up to the present there aren't any women to be found in the cockpits of the regular scheduled air liners. Instead, the women who earn their living in the air confine themselves to teaching, joy-hopping, charter work, sales and demonstration, and ferrying planes from factories to purchasers.

ADAMSON       What do you mean by ferrying planes Miss Earhart?

MISS E        Well, you see, Mr. Adamson, planes are sold "fly-away" at the factories just as autos are sold F.O.B., at the plants. That means that the buyers must either come and get them or send some one to do so. Some women flyers make part of their living flying new ships to their owners. And then an increasing number of women are specializing in racing for prize money. The skill of some of them puts them on a par with men pilots. This year for the first time women were not permitted to compete at the National Air Races in Cleveland. Many of us think such action short-sighted, and that a pilot should be judged solely on flying qualifications. Skill, and not sex, should be the deciding factor.

ADAMSON Yes, I certainly agree with you Miss Earhart. But now that the hand that rocks the cradle rules the airways, do you think Mothers should encourage their boys and girls to fly?

MISS E The answer is they don't have to be encouraged. I've seldom met a youngster who doesn't long to fly either as passenger or pilot. My feeling is that up-to-date parents should see to it that their offspring satisfy their curiosity wisely - - - be sure the youngster doesn't sneak off for a bootleg flight, but takes the trip in a safe plane, with a competent pilot at a good landing field. For my part, I think fathers and mothers should take their sons and daughters on their first ride.

ADAMSON Were you a child when you had your first flight?

MISS E You flatter me, Mr. Adamson! I confess my girlhood was long ago. Perhaps I might even have hitch-hiked with the Wright Brothers when flying was new ---- Seriously, though, my first flight was back in the dark ages of aviation when I went up as a passenger with Frank Hawks in California. I needed only one experience to convince me that I had to fly myself.

ADAMSON Well you did all right --- How did you start?

MISS E With certain difficulties. After signing up for lessons -- they used to cost a thousand dollars -- I broke the news to my father. He failed to share my enthusiasm for flying - at that price. To earn the money myself I had to find my first job, which turned out to be that of a filing clerk with the telephone company. You can imagine the magnitude of the salary I commanded, and how slowly the hours of flying piled up!



ADAMSON Yes I can....And yet you've certainly been piling up a lot of flying time since then.....Tell me, Miss Earhart - what are the things you've most enjoyed in flying?

MISS E Well - I should say that the moments I remember with keenest enjoyment are the moments of sudden beauty - sunset over the Atlantic; the Great Salt Lake as one sees it first flying westward over the Wasatch Mountains; looking down on the moonlight thread of the Mississippi, midway on a night-crossing of the continent; flight over a sea of clouds -- things like that.

ADAMSON I can see that such things would live in one's memory.... And now tell me - what's the greatest adventure you've ever had during your flying career?

MISS E Next to my first flight alone, I suppose the solo flight over the Atlantic that I was telling you about a few minutes ago. Yes, I should say that was my greatest adventure in the air. More than any other that flight depended for success on much that had gone before in my training. You see, it required knowing something about taking off with a heavy load - about night flying - flying by instrument in storm - dead-reckoning - and being physically accustomed to long hours in the cockpit.

ADAMSON It must have been very thrilling, Miss Earhart. Didn't you have some moments of worry and fear - when things almost went wrong?

MISS E If you're probing for thrills, Mr. Adamson, I must confess that moments of danger somehow grow hazy in retrospect.

ADAMSON You're modest, I can see....But at least you might tell us just a word or two more about that flight - those fifteen hours over the water when you were cut off from every other living creature....what did you think of while you were flying?

MISS E To be perfectly frank, Mr. Adamson, I was too busy to think of anything.

ADAMSON That answers it perfectly!.....What did you have to eat?

MISS E Well - an ingenious mechanic devised something that I'll always thank him for. It was a little gadget, we may call it, which I could insert into a can of tomato juice and through which I could insert a straw.....you've no idea how good that tomato juice tasted...

ADAMSON Have you any souvenir you treasure from that trip?

MISS E Yes - I have. And it recalls one of the most trying moments of the flight. While I was out over the ocean I suddenly saw a flame spurt out of the engine -- around the collector ring - where no flame should be. It gave me a few bad moments, I assure you. That collector ring is a treasured souvenir and right now it's on my table at home.

ADAMSON Just one more question, and I'm afraid our time's up.... What was the most important moment in your flying career?

MISS E The most important?...Why, I hope, Mr. Adamson, that it's yet to come.

ADAMSON And so do I, Miss Earhart - Thank you very much. Now I ask you Captain Barker isn't that like a woman leaving you with nothing but a question mark?



ADAMSON: And so do I, Miss Earhart. Thank you very much.  
And now Captain Barker has a special surprise to  
announce to our radio friends today.

CAPTAIN BARKER: I certainly have, Mr. Adamson. Before our program  
this afternoon I received a number of requests from club  
members asking for a photograph of Miss Earhart. That  
gave me an idea, and with Miss Earhart's gracious  
consent, I am proud to announce that a beautiful  
photograph of Miss Earhart will be sent to everyone  
applying for membership in the Radio Explorers Club  
this week. You know, my mail bag is getting larger and  
more interesting all the time. Here's a letter from  
Raymond Christian of Merchantville, N. J. who proudly  
sends in his application for Club Membership and writes  
that his father sailed with me on the ship British Isles  
30 years ago. ... I remember your father very well,  
Raymond and I hope you'll grow up to be as fine a man as  
he was a sailor....And here's a letter from Siegfried  
Emmerling, Milwaukee, Wisconsin, who writes: "Have  
received your Radio Explorers Club membership certificate  
with map and button, and I think it is the most wonderful  
gift anyone can receive. I would like to ask you Captain  
Barker if you would be so kind as to send my brother one  
of your Radio Explorers Club memberships. He is wild and  
crazy about mine and would like to have one."

(OVER)

BARKER: (CONTINUES)

Well, Siegfried, your brother's membership certificate has already gone forward and I hope he has received it before this time. Now after hearing a letter like that, I'm sure every one of you boys and girls listening in will send in his application for membership right away, especially since it entitles you all to receive that smart little membership button...the handsome certificate bearing a reproduction of my ship, the British Isles; the Radio Explorers Club authorized map of the World; And as a special gift offered on today's broadcast only, a beautiful photograph of America's foremost woman flyer, Miss Amelia Earhart. So without further delay I am going to ask Ben Grauer to tell you how easy it is to join our rapidly growing Club.....Clear Sailing to you until next Sunday:-----

ANNOUNCER: Every boy or girl listening is invited to join the American-Bosch Radio Explorers Club. All you need to do is send in your name and address with the name and AGE of the radio set to which you are listening to American-Bosch, American B-O-S-C-H, Springfield, Massachusetts.... I'll repeat that in just a moment. If you think it's fun to hear the adventures of Captain Barker and famous explorers in foreign lands, why not visit these strange countries yourself---with an American-Bosch Round-the-World Radio? You can tune in the glamorous places they talk about--Paris, Rome, London, Cape Town, Buenos Aires - wherever you want to go.

(OVER)



ANNOUNCER: (CONTINUES)

You know, there are a number of good all-wave radios on the market, but it remained for American-Bosch to make foreign tuning easy for you -- with the exclusive Multi-Wave Selector. Ask your dealer to show you how this exclusive American-Bosch feature has simplified foreign tuning. And don't let the matter of cost worry you, for American-Bosch has introduced dependable all-wave radio sets at prices anybody can afford. Look - and listen - at your dealer's.

Now let me repeat how to join the American-Bosch Radio Explorer's Club. Send your name and address with the name and AGE of the radio set to which you are listening to American-Bosch (B-O-S-C-H), Springfield, Massachusetts. Remember, if you apply this week you'll receive, in addition to the membership button, the certificate and the Radio Explorers Club authorized map of the world, an extra gift - a beautiful photograph of Miss Earhart.

(SIGNATURE FADES IN)

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AGENCY:EJ

9/28/34

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